

IMMIGRATION AND THE IMMIGRANT SHIPS. (MORETON BAY.)

(By A. G. Davies.)

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Since the days of the patriarchs of old the movements of families, tribes and peoples about the face of the globe have provided endless scope for fascinating research and material for the making of books. Coming to comparatively modern times, the migrations of men and women in immense numbers to the United States, to Canada, to South Africa, and to Australasia, open up just as fascinating a field for study. But over and above the vivid interest thus created, one surely must yield to the glamour of the sea and of the wonderful ships which crossed the trackless ocean wastes as instruments in transporting populations from the old world to the new.

Most of us know something of the history of the early Australian settlements and of the causes which brought about a steady flow of immigration for the gradual building up of the colonies. Apart from the convicts, and the officials in charge of them, during the time Moreton Bay was under military rule, the first people from overseas to take up their residence on the Brisbane River were the Moravian missionaries, who came to the settlement early in 1838. Twelve of the missionaries left Hamburg, Germany, in July, 1837, crossing over to Leith, and thence going by steamer to Greenock. There they embarked on a ship called the "Minerva" and sailed thence to Sydney, where they arrived on January 23, 1838. The "Minerva" had on board altogether 235 immigrants, and as typhus fever had broken out on the voyage, all were placed in quarantine in Port Jackson. The German missionaries came from Sydney to Moreton Bay in the schooner "Isabelle," arriving on March 20, 1838. I will not deal further here with the experiences of the missionaries after they had settled down at what became known as the German Station, and later as Nundah, as that story has been often told. Ostensibly the missionaries came to Queensland with the

object of evangelising the natives of the country, and they doubtless did good work in that direction. They certainly played a notable part in the settlement and development of the district in which they originally settled, and ultimately in Southern Queensland generally.

How Immigration Started.

The development of Moreton Bay after it had become a free settlement was much retarded in its early years by the lack of suitable labour. Manual workers, shepherds, tradesmen and domestics were sorely needed by the pastoralists and by those living within the town boundaries. This demand led to the sending out of the first immigrant ship under Government auspices—the “*Artemisia*”—towards the end of 1848. Some of the ships in which immigrants were brought to Australia about that time were leaky, crazy old tubs which had been previously used for conveying convicts and all sorts of undesirable cargoes. No such complaint could be laid against the “*Artemisia*,” because she was an absolutely new ship, launched at Sunderland towards the end of 1847, and was making her maiden voyage when she brought immigrants to Moreton Bay.

The “*Artemisia*,” a ship of 558 tons, was commanded by Captain John P. Ridley, and was chartered for her outward voyage by the Colonial Land and Emigration Commissioners. She embarked her passengers at Plymouth, and left there on August 15, with 240 migrants, Dr. George K. Barton accompanying her as medical superintendent.

Cooksland Settlement.

In the “*Illustrated London News*” of August 12, 1847, it was announced that the “*Artemisia*” was about to leave “for the new settlement of the Moreton Bay district of New South Wales, otherwise known as Cooksland.” It also was stated that the Government was giving free passages, including food, to New South Wales and South Australia, to agricultural labourers, shepherds, female domestics and farm servants, and dairymaids; also to a few blacksmiths, wheelwrights, carpenters, and other country mechanics.” Mention was made of the

fact that among those on the "Artemisia" were seven boys and two girls from the Ragged Schools in Westminster, these being the first from these schools to leave England as colonists, though it was stated that the intention was to send others subsequently.

The "Artemisia" arrived off Cape Moreton on December 13, 1848, and landed her immigrants without delay. She left again on January 5, 1849, for Sydney, and loaded wool there for London. The three ships which came out to Moreton Bay with immigrants, under the auspices of the Rev. John Dunmore Lang, followed very soon.

Arrival of "Fortitude."

The first of these was the "Fortitude," a ship of 608 tons, which arrived in Moreton Bay on January 21, 1849, after a voyage lasting 128 days. Having had some infectious disease on the way out, the ship was placed in quarantine, and all the immigrants landed on Moreton Island for the detention period. The ship had left Gravesend with 256 passengers; but during the voyage there had been eight deaths and four births. Dr. Challinor was the medical superintendent and, as cabin passengers there were the Revd. Charles Stewart and Mrs. Stewart, Mrs. and Miss Challinor, Mr. W. Pettigrew and Master George. After the immigrants had been released from quarantine they were brought up from the bay to Brisbane by the schooner "Susan," which had to make several trips for the purpose.

The Revd. Mr. Stewart, almost immediately after his arrival in Brisbane, commenced to conduct religious services, the first of which was given in the Court House, North Brisbane. Another of the new arrivals, Mr. S. P. Welsby, started a boarding and day school at Ipswich. It is said that one of the immigrants brought out twenty tons of miscellaneous goods for sale as a speculative venture. Two of the lady passengers are said to have set up in business with hats and bonnets as their stock in trade. The "Fortitude" sailed from Moreton Bay on March 12, carrying 40 tons of local coal as ballast, bound for Hongkong.

"Chaseley" and "Lima."

The second of Dr. Lang's ships to visit Moreton

Bay was the "Chaseley," of 515 tons, which arrived on May 1, 1849, with 214 immigrants from London. The "Chaseley" was said to have been chartered by Dr. Lang on behalf of the Port Philip and Clarence River Colonisation Coy. Under the command of Captain Charles F. Aldrich, she made the passage out in 120 days. Her cabin passengers included Mr. and Mrs. David M'Connel and servant, Mr. and Mrs. Thomas Bowden and Miss Bowden, Dr. Hobbs, Mrs. and Miss Hobbs, Revd. Thomas Kingsford (Presbyterian), Messrs. William and Frank Aldrich.

It is well known to students of the early history of Moreton Bay that much dissatisfaction arose among the immigrants brought out in Dr. Lang's ships as a result of the refusal of the authorities to recognise the land orders issued to them.

Some evidence of this is afforded by an advertisement which appeared in the Moreton Bay "Courier" of May 19, 1849, notifying a sale of goods brought out by immigrants in the "Chaseley," "due to disappointment at not receiving the land guaranteed to them by Dr. Lang."

The "Chaseley" left Brisbane on July 15 for Sydney, and was there chartered with quite a number of other ships to carry passengers to San Francisco, to which place people were flocking from all parts of the world, owing to the discovery of gold in California.

The "Lima," the third of Dr. Lang's ships, was much smaller than the others, being a barque of only 349 tons. She brought only 84 immigrants, among whom (according to the Sydney "Shipping Gazette") were many who had paid their own passage money, and held land orders from Dr. Lang, and who also had brought agricultural labourers with them. Dr. Wilkinson was the surgeon-superintendent, and among the cabin passengers were Revd. Mr. Baker (chaplain), Mrs. Baker and family, Lieut. Collins, Mr. and Mrs. Ellerby and child, Mrs. Ellerby, Senr., Mr. and Mrs. Bailey and family, Mr. and Mrs. Lewis and family, Mr. and Mrs. Twine and family, Mr. and Mrs. Saunder and family, Mr. Hudson

and family, Mr. Barlow and family, Mrs. Humby and son, Misses Fry (2). The "Lima" was commanded by Captain Adam Yule.

Two ships arrived in Moreton Bay with convicts subsequent to the abolition of the convict settlement—the "Mountstuart Elphinstone" and the "Bangalore," in May, 1849, and April, 1850, respectively. These were mentioned in my paper on "The Genesis of the Port," as also were the arrival of the "Nimrod" and the "Duke of Roxburgh," from Amoy, with Chinese labourers, in 1848 and 1851, respectively.

Deadly Typhus Fever.

Tragic circumstances followed the arrival of the next ship with settlers at Moreton Bay. The "Emigrant," a ship of 753 tons, left Plymouth on April 17, 1850, with 276 immigrants for Queensland, Captain W. H. Kemp being in command. The surgeon-superintendent was Dr. George Mitchell, and Captain Kemp's wife and child were on board.

About a month after the ship left Plymouth typhus fever made its appearance, and on her arrival in Moreton Bay, on August 8, there were 64 cases on board. Fourteen deaths had occurred before the arrival of the vessel. Two others died in the next two days, and when the ship went into quarantine at Dunwich she had on board 15 sick and 12 who were convalescent.

Dr. Mitchell fell a victim, dying on September 15, on which Dr. Mallon, the health officer, took charge. He also was attacked, however, and Dr. D. K. Ballow, a Magistrate and Coroner of the Moreton Bay district, courageously assumed the responsibilities of surgeon-superintendent at the quarantine station. A few days later Dr. Ballow contracted the disease and died. Both Dr. Mitchell and Dr. Ballow were buried in the cemetery at Dunwich.

Before Separation.

Between 1850 and 1859, the year in which Queensland achieved her separation from New South Wales, a number of ships were sent out with settlers for Moreton Bay, under the auspices of the British Government. In 1852 several vessels came out to

the settlement on the Brisbane River, the complement of immigrants carried ranging from 250 to 350.

That however, was the year in which the gold rush to Victoria was at its height, and many ships with between 900 and 1000 passengers each, were arriving in Port Phillip.

The "Maria Somes," bringing 281 people, chiefly from Ireland, dropped anchor in Moreton Bay in July, 1852. The "Rajahgopaul," with 351 others, came in two months later.

Those who made the voyage out in the "America" early in 1853, had an unfortunate experience and, on their arrival, told a sad story of a ship that was unseaworthy and very inadequately supplied with provisions. Even under the most favourable conditions, those who made the long voyage out to Australia in those days had inevitably to bear some hardships and privations for which, however, most of them found ample compensations in the pleasures of sea travel—so long as the weather was fine. But when a large number of men, women and children were crowded together in the 'tween decks of a sailing ship, without proper regard for sanitation, and without reasonable supplies of food and water, it can be imagined that their experience would be well-nigh unbearable.

It is pleasing to reflect, however, that although the case of the "America" did not stand out quite alone, similar instances in the Queensland immigrant service were exceedingly rare.

Record Passage.

As a rule the ships which came out to Australia in "the fifties" of last century were not remarkable for speed, with the notable exceptions of the "Black Ball" and White Star liners, and those of one or two other companies. One ship which visited Moreton Bay in 1854, however, distinguished herself by completing her outward voyage in 75 days—an achievement which was only once equalled, and never surpassed, in the shipping annals of Brisbane. That was the "Genghis Khan," a ship of 1,306 tons, which brought out 474 immigrants from Liverpool, putting up some remarkable sailing records on the passage.

Altogether 35 ships carried immigrants to Moreton Bay in the ten-year period referred to, and the population of Queensland was augmented thereby by altogether about 10,000.

"First Real Boom."

The first real boom in immigration commenced in 1861 and 1862, due chiefly to the successful efforts of Mr. Henry Jordan, the attractions of the land order system, and to the greatly superior class of sailing vessel put into the service by Mackay, Baines & Coy., the managing owners of the famous Black Ball line. This historic shipping combination owed its origin to the discovery of gold in Victoria in 1851 and the frantic rush of gold-seekers from all parts of the world to Australia. All sorts and sizes of sailing vessels were used to bring fortune-hunters to Port Philip, which was the centre of attraction—and in several instances fearless adventurers risked their lives in crossing the thousands of miles of ocean in fishing smacks and other frail craft.

The opportunity was seized by James Baines, a Liverpool merchant, who purchased a few big American and Nova Scotian-built sailing ships and established the Black Ball line. He also had several other clippers specially built for the trade by Donald McKay, of Boston, U.S.A., whose ships had gained a reputation for supreme excellence in staunchness and speed. The only one of these world-famous ships which came into the Moreton Bay trade ten or eleven years later was the "Flying Cloud"—a vessel whose consistent record as a "flier" still remains one of the most outstanding in the history of the clipper ships.

Early Arrivals.

A few ships other than those of the Black Ball line brought immigrants out to Queensland under Government auspices. Among these was the "Helenslee," which arrived on August 6, 1862, from Glasgow, with 319 passengers. Among those who voyaged out in her was the late Robert Philp (afterwards Sir Robert Philp), a Premier whose name stands out conspicuously in the political history of his time.

There were other ships belonging to other owners which also made odd trips; but Mr. Jordan came to the conclusion that the interests of the State of Queensland would be best served by exclusively employing ships of the Black Ball line. He gave what seemed to be convincing reasons for this in a report to the Colonial Secretary, dated January 26, 1863.

It appeared that at a time when other shipping firms had been disinclined to enter wholeheartedly into the Queensland immigration scheme, and to accept land orders in payment for the passage money, the Black Ball Coy. had shown a spirit of enterprise, and readiness to co-operate, even to the extent of sharing in some measure the expenses of the Government's immigration campaign.

Land Order System.

Under the land order system the Government gave to each person who paid his or her full passage money, an order for land in Queensland to the extent of £18 (18 acres), issuable on arrival; and a further order to the value of £12 (12 acres) issuable after two years' residence in the colony. In many instances the shipping company agreed to accept the £18 land order as a substitute for the passage money, and those who arranged matters that way got what was virtually a free passage out.

After a time, the issuing of the second land order for £12, after two years' residence, was discontinued.

Nationality Regulations.

A certain amount of controversy arose in the early 60's as to the nationality of the immigrants—or rather the proportions of the people of the several British nationalities. The regulations laid down that the nationalities year by year should consist of two-twelfths Scotch, three-twelfths Irish, and seven-twelfths English; but these proportions were never strictly observed.

In the early 60's very great distress prevailed in Ireland, due to a potato famine, and other causes, and the Queensland Immigration Society was established in Brisbane, under the auspices of the

Right Rev. Dr. Quinn, Roman Catholic Bishop of Brisbane, with the object of assisting Irish immigrants to Queensland. This Society was responsible for sending out to Moreton Bay the ships "Erin-go-bragh" and "Chatsworth," with immigrants from Cork, which arrived at their destination on August and September, 1862, respectively.

"Continuous Nightmare."

The "Erin-go-bragh" had a voyage out which, from all the available records of the voyage, must have been a continuous nightmare for all concerned. The vessel is said to have been formerly named the "Florida," and apparently her name was changed with a complimentary intention, as a tribute to the fact that she was carrying Irish immigrants.

One correspondent, writing to the newspapers of the day, said the "Erin-go-bragh" had previously passed under many aliases, and he described her as a crazy, leaky old tub. Be this as it may, with epidemic diseases of various kinds, the conditions on board during an unusually protracted voyage, must have been far from pleasant.

About five months after her departure from Queenstown, the "Erin-go-bragh" put into Hobart, all on board having suffered seriously from lack of proper provisions. It was then discovered that the vessel's leaky condition was chiefly due to the fact that some evil-disposed person had bored several holes with an auger in some of the bottom planking. These holes were plugged up before the ship left Hobart, and she finally reached Moreton Bay on July 31, 1862, or 174 days after she had sailed from Cork.

Special Operatives.

Other societies were formed with the idea of promoting the immigration of special classes of workers to the new colony, and among these were the Bolton (Lancashire) Cotton Growing and Selling Coy., and the Lancashire and Queensland Cotton Growing Co-operative Society—and through the intervention of these a certain number of unemployed cotton operatives were sent out. During the two-

year period, 1861-62, 10,497 British immigrants were landed in Brisbane, made up as follows:—English, 5,601; Scottish, 1,254; and Irish, 3,642.

Colonists from Germany.

About the end of 1860 a petition was presented to the Government, bearing the signatures of 206 German freehold settlers at Drayton and Toowoomba, asking that strong efforts be made to bring out further numbers of German colonists. As a direct outcome of this, Mr. J. C. Heussler was appointed to go to Germany as immigration agent for the Queensland Government, and he spent about two years in that country. The brig "Grasbrook," of 241 tons, with 123 German settlers, and the ship "Caesar Godeffroy," of 428 tons, with 295 more German colonists, arrived from Hamburg on the same day—September 27, 1861.

On a previous occasion six years earlier, on March 14, 1855, two small German barques had arrived in Moreton Bay almost simultaneously with immigrants. One of these, the "Merbz," brought out 270, and the other, the "Aurora," 236. The latter, unfortunately, went ashore on Moreton Island and became a total wreck, but all the crew and passengers were safely landed.

The disaster was due to the fact that the captain had no chart and was under the impression that the south entrance was the only way into the bay. On realising the hopelessness of his position he ran the vessel with square yards on to the beach. The "Grasbrook," the "Johann Caesar," the "Caesar Godeffroy," the "Iserbrook," and the "Helene" also brought out colonists from Germany prior to 1860.

First Black Ball Liners.

The ship "Wansfell," of 770 tons, which arrived in Moreton Bay on November 10, 1861, with 300 immigrants, was announced as being the first Black Ball liner to come out under the company's agreement with the Queensland Government. But the ship "Montmorency," which was owned by the Black Ball line, had arrived on October 16 of the previous year with 310 new people. Both the "Wansfell" and the

"Montmorency" were well-built and shapely vessels, launched from British North American shipyards in 1853 and 1854, respectively. They both had been bought by Mr. James Baines practically off the stocks, and both had made voyages to Sydney and Melbourne with immigrants before their first visit to Queensland waters.

The "Montmorency" was brought to Moreton Bay in 1860 by Captain David M. Bridges who, however, died in Brisbane from filaria. The chief officer took the ship to Newcastle, where she loaded coal for Hongkong.

On her next outward voyage she dropped anchor under the lee of Moreton Island on April 8, 1862, being then commanded by Captain J. T. Sowerby. She loaded wool in the bay for London, and on her homeward passage had the most sensational experience of her career. She got among icebergs in southern latitudes, and later encountered gales of unparalleled ferocity, in which she was badly dismasted. While in this helpless condition she narrowly escaped being cast on the rocks near the dreaded Cape Horn.

In April, 1863, under Captain Maxwell, the "Montmorency" left Liverpool with 400 immigrants for Hervey Bay (Maryborough), but she put into Moreton Bay on July 17, and landed her passengers there, instead of going on to Hervey Bay. Early in 1866 the "Montmorency" took another lot of prospective settlers to Bowen, and the records show that Captain Jas. Cooper, who was in charge, had a particularly trying time on the way out. It is said that the captain and his officers kept loaded revolvers within reach day and night, and that it was only by the adoption of such stern measures that a mutiny was avoided. From Bowen the "Montmorency" came to Moreton Bay and loaded a wool cargo for London.

In December of the same year she left London for Napier, New Zealand, with immigrants, and arrived safely on March 24, 1867. All the passengers were landed there but, on the following day, a fire mysteriously broke out and the ship was burned to the water's edge.

The "Flying Cloud."

The "Flying Cloud," to which passing reference has already been made, was one of the most famous of the Boston-built clippers. She was added to the Black Ball fleet in 1862; and at once put into the Queensland immigration service. Altogether the "Flying Cloud" made six voyages to Moreton Bay and one to Maryborough. She was sold in 1870, and four years later went ashore on the coast of New Brunswick, near St. John. She was floated off and towed into harbour. But the hand of Fate was upon her, for while she was on a patent slip for repairs, a fire broke out and she was so badly damaged that there was nothing for it but to break her up.

Famous Tea Clipper.

Among the earliest of the Black Ball liners to come to Moreton Bay was the "Cairngorm"—a very famous ship in her day. She was built at Aberdeen in 1853, expressly for the purpose of wresting from the American tea clippers the supremacy which had been theirs for a number of years. The highest hopes of the builders were realised, and the "Cairngorm" made a succession of passages between the Chinese tea ports and London, which put all the performances of the Americans into the shade. In 1860, however, James Baines was able to purchase the "Cairngorm" for the Black Ball line, and she was put into the Australian trade under Captain Robert Cairncross, a shipmaster who already had made a name for himself in Australian waters; and who, in his later years, settled permanently in Queensland.

The first two outward voyages of the "Cairngorm" under the Black Ball flag were made from London to Sydney. In 1860 Captain Cairncross took the ship out in 88 days, a creditable performance. The "Cairngorm," however, demonstrated her sailing qualities better on the return passage to London with wool, which was accomplished in 72 days, and on her next outward trip she dropped anchor in Sydney Harbour 77 days after leaving the Thames.

In the following year Captain Cairncross was transferred to the command of the "Queen of the

Colonies," a larger ship engaged in the conveyance of immigrants to Moreton Bay. The "Cairngorm" came out to Moreton Bay a little later in the same year, under the command of Captain James Mathew Banks, bringing 353 immigrants who had embarked partly in Liverpool and partly in Glasgow. In September, 1864, Captain Banks came out to Brisbane as a passenger in the ship "Queen of the Colonies," to take up the position of ship's husband in Brisbane for the Black Ball line, which then had quite a number of ships regularly engaged in the trade. For many years Captain Banks was well known as a marine surveyor, both in Brisbane and Sydney. Thirty years or so ago I was on terms of personal friendship with him—a capable, intrepid seaman and one of the kindest of men. His sons, under the name and style of Banks Brothers, have been long identified with the Torres Straits pilot service.

Venus Shoal.

The Banks family had another association with the early history of Moreton Bay. On November 23, 1855, the brig "Venus," of 137 tons, commanded by Captain Thomas Mathew Banks, was coming into Moreton Bay for provisions and making use of Freeman's Channel, the northern entrance, instead of the usual ship's channel. She struck on a bank and became a total wreck, though the officers and crew were able to land safely on Moreton Island. The name Venus Shoal was given to the spot where she had struck and appears on the charts to-day. Captain T. M. Banks was a brother of Captain J. M. Banks.

"Young Australia."

One of the immigrant ships which will always be well remembered in the annals of Moreton Bay is the "Young Australia." After her voyages outward, by means of which she added nearly 3,000 new settlers to the population of the State, the good ship took the ground on Moreton Island and refused to budge therefrom. That furnished an added reason why her memory should endure as part of Queensland's historical fabric. In respect to speed the "Young Australia" was something of super quality. As the "Red Rover" the ship had been launched

from the shipyard of Fernald and Pettigrew, Portsmouth, New Hampshire, U.S.A., in 1852; and she made a great name for herself by the records put up between New York and San Francisco. In 1859 she carried a shipment of Chinese coolies from Hong Kong to Sydney. Soon after, she was bought by the Black Ball line and her name changed to "Young Australia." Under that name she made a voyage from Liverpool to Melbourne in 1861; but after that Moreton Bay was invariably her Australian destination. On August 9, 1862, she arrived in the bay after a smart passage of 84 days from Plymouth, having 277 immigrants on board. She was commanded by Captain John Duthie Phillips, a master mariner hailing from Aberdeen, who, in spite of his youth, had already won a high reputation as a seaman and a man. He brought the "Young Australia" twice out to Moreton Bay. I have in my possession the originals of addresses of appreciation presented to him by passengers who came out with him in 1862 and 1863. Among those who signed those testimonials are several names of individuals who played a prominent part in the development of Queensland.

Captain Charles Grey was chief officer in 1862 and 1863, and he then had command for four round voyages. Captain Daniel R. Bolt was in charge of the "Young Australia" in 1868 and 1869, and Captain James Cooper in the two following years. Captain J. D. S. Phillips, a son of Captain J. D. Phillips, comes to Brisbane twice monthly as coastal pilot for Burns, Philp & Coy.'s Singapore steamers. Captain J. C. Grey, who holds the responsible position of marine superintendent to the Marine Underwriters' Association of Queensland, is a son of Captain Charles Grey.

Wrecked on Moreton Island.

I need only make brief reference to the end of the "Young Australia," the story of which has often been told. The disaster occurred just after the "Young Australia" had weighed anchor in Moreton Bay, outward bound for London, on May 31, 1872. It was caused by the wind falling suddenly to a

dead calm, with a heavy easterly swell, and a strong southerly current setting the ship towards the rocks.

The vessel struck broadside on and remained stationary. With the flood tide her position became worse. Finally, she got firmly wedged in a V-shaped hollow between rocks, and many months passed before she actually broke up. Seldom has a wreck occurred with less sensationalism, for not only was there no loss of life, but all personal property was saved, and the entire cargo of wool was salvaged. The figure-head of the "Young Australia" was mounted and exhibited in the gardens of Newstead alongside a battery of guns, where it remained for many years. What became of it?

Captain James Cooper, who was fully exonerated from blame for the loss of the ship, had previously commanded the clipper ships "Montmorency" and "Royal Dane," in the Queensland immigration service. He finally settled in Brisbane. He was for a time in the Pacific Island trade; but afterwards was for some years in the employ of the Marine Department. I believe he had three or four daughters, who took up the nursing profession. One of them, the widow of Dr. C. S. Hawkes, still lives in Brisbane. Another is Mrs. Arthur Aplin, of Maleny, North Coast.

Ships in the Bay.

Perhaps I may not inappropriately at this stage quote from an article which appeared in the "Courier" a few years ago, written by someone familiar with the conditions prevailing in Moreton Bay in the late 60's and the early 70's. At that period, he says, the big ships of the Black Ball line, owing to their deep draught, were unable to enter the river, and had to anchor in what was known as the Brisbane roads.

"The anchorage, a very safe one, was in the vicinity of the present Pile Light. (That, of course, is what is now known as the "old" Pile Light, and which has been replaced by a more modern structure.) Here, the writer continues, the ships were loaded and unloaded with the aid of lighters—large barges which would be towed up and down from

J. and G. Harris', Short Street, Wharf, by their steamer "Emma," whose Captain, Peter Rice, was the beloved of the waterside workers."

"The process of loading and unloading by this means was naturally pretty slow work, as during heavy weather, it was difficult for the lighters to get alongside the ships. Sometimes a ship would be in port for more than a month before she would be able to get away; but that was accepted as all part of the fun and no one objected very much. The sailors got more shore leave and the captains were royally entertained at Newstead by that queen of hostesses, Mrs. George Harris, who often had as many as 200 guests at dinner.

"When the wool season was in full swing it was no uncommon sight to see as many as five or six ships loading simultaneously and all getting away within a few days of each other. Frequently excursions from Brisbane to the bay were arranged to give people a chance to look at the beautiful ships, and the greatest enthusiasm was shown."

"Omar Pacha's" Fate.

The ship "Omar Pacha" only came once to Moreton Bay with immigrants; and recollections of her will chiefly rest on the tragic fact that she was destroyed at sea by fire on her return voyage to London. Originally the "Omar Pacha" was one of the celebrated Aberdeen White Star fleet; but she had been sold to a London firm, Messrs. Cruickshank and Ring, and was then taken up by the Black Ball line under charter. With Captain Charles Grey in command—he had just previously been master of the "Young Australia"—the "Omar Pacha" reached Moreton Bay on October 8, 1868, after a fast passage of 91 days from London. On an earlier voyage, when bound from Melbourne to the Thames, she had had a sensational experience among icebergs and on several occasions had only missed destruction by inches. It seemed somewhat remarkable that, after having so narrowly escaped destruction by floating ice she should, on her next voyage, fall a victim to the fire fiend. Captain Grey was not in the ship when she was dodging the icebergs but took charge after her arrival in London. After a deten-

tion of nearly four months in Moreton Bay she took a departure on February 1, 1869, and made quite an auspicious start. It was not until April 22 that a fire was discovered in the forehold; but the flames spread so rapidly that, six hours later, thick smoke was seen issuing from all the hatches. Crew and passengers alike worked frontically at the pumps, but it was soon evident that they were fighting a forlorn hope. Fortunately, several other sailing vessels came on the scene, and, the weather being fine, the passengers and some of the seamen were transferred to them in boats. Captain Grey and a gang of men stuck to the ship as long as they could, endeavouring to save some of the stores, but they also had finally to abandon her.

Story of the "Fiery Star."

The story of the burning of the "Fiery Star," also when on the voyage from Moreton Bay to London with wool, has been related again and again, but it cannot be overlooked in this paper on the immigrant ships. The vessel had had two names, both suggestive of incandescence. She was launched at New York in 1851, and the name "Comet" bestowed upon her. When she was sold to the Black Ball line she was rechristened the "Fiery Star." The ship had made two voyages to Moreton Bay with immigrants, under Captain W. H. Yule, and was homeward bound after her second visit when she fell a victim to the fiery element. The story is an epic of heroism in which the outstanding figures are the chief officer—William Claud Sargant, and his 16 companions in adventure. Mr. Sargant, a few years later, settled in Brisbane and was a partner in the firm of Potts, Paul and Sargant, ship-chandlers. A daughter of his is still living in Brisbane at an advanced age. The most remarkable feature of the tragic happening was that the 84 persons who left the ill-fated vessel in boats (including the captain) were never heard of again; while the 17 others who remained on the burning ship and tried to work her into a New Zealand port were the only survivors. The gallant 17 did not succeed in working the ship into port, though they very nearly did so. Finally, they were picked up by an American

ship and safely landed in Auckland. On reaching London Mr. Sargant was rewarded by being given the command of a fine ship, the "Golden City" (formerly the American ship "Challenge").

American Hell-Ship.

The "Challenge," although in every way a splendid specimen of marine architecture, had gained the reputation of being one of the worst hell-ships under the American flag—one whose decks had often been drenched with blood in clashes between bucko officers and mutinous crews. This sinister reputation seems to have stuck to her during the time she remained under the Stars and Stripes. Fortunately, when she became a Black Ball liner and was given a fresh start under a new name—the "Golden City"—she seemed to enter on a happy and successful career. Under Captain W. Brown she left Queenstown towards the end of 1862 with 515 immigrants for Moreton Bay. She made the run out in 75 days, a record which was never afterwards beaten, though it had been equalled nine years earlier by the ship "Genghis Khan." The "Golden City" again came to Moreton Bay in 1865 and 1866, and on the latter occasion was in command of Captain Sargant.

"Queen of the Colonies."

Another ship which will be particularly well remembered by hundreds of Queenslanders, is the "Queen of the Colonies," named obviously as a tribute to what now has general recognition as the Queen State. Like so many others among the best of the immigrant ships, the "Queen of the Colonies" had previously been an American ship under another name. She was first known as the "Wizard," and there are good grounds for the belief that the reason this, and so many other fine American clipper ships were sold to British firms just about that time was that they were afraid of capture by the Confederate cruiser "Alabama," which was playing such havoc with American shipping while the Civil war was on. Indeed, there was much to justify these fears—the "Wizard" was bound for a British port in 1862, when the "Alabama" hove in sight and she just managed to elude capture by slipping into the

Thames. It was then she was purchased by T. M. Mackay and Coy., the London managers for the Black Ball line. On December 13, 1862, she left London for Queenstown to take more immigrants aboard for Moreton Bay. In the Irish Sea she was again chased by the "Alabama," whose commander was not aware of her having changed her nationality. Captain Cairncross was laughing up his sleeve all the time, although a couple of guns were fired in her direction. It was not until the very last moment that he hoisted the Union Jack, and Captain Semmes, of the "Alabama," had to retire discomfited.

Captain Robert Cairncross, who brought out the "Queen of the Colonies" on her first visit to Moreton Bay, was a half-brother to Mr. William Cairncross, who in later years owned the Colmslie Estate, and whose family was very well known. Robert Cairncross, who was a native of Dundee, had a very fine record as a master mariner. He gained his first command in 1849, and had charge of several ships in the Australian trade, before being promoted to the "Cairngorm" and the "Queen of the Colonies." In 1864 he was sent to England by the A.S.N. Coy. to superintend the building of the steamer "Cawarra," and he brought her out to Sydney. In 1866 he was appointed to command the Queensland Government steamer "Platypus." In his later years he was in the service of the Marine Department of Queensland.

Captain Daniel Owen, who brought the "Queen of the Colonies" out to Moreton Bay in 1866 and 1867, was also very well known in Brisbane. In July, 1865, he arrived here as master of the Ship "Commodore Perry." She was a Boston-built ship of 2,017 tons—larger than any other vessel which had come to Moreton Bay up to that time. The "Commodore Perry" brought 82 full-paying passengers and 545 immigrants—627 in all. Captain Owen's son—Mr. David Owen, M.A.—a scholar of undoubted attainments, and an acknowledged authority on the Welsh language and literature—lived in Brisbane up to the time of his decease a few years ago. Captain Daniel Owen met his death in 1869, when the ship "Calcutta" was abandoned in the English Channel under circumstances already narrated.

Wreck of the "Netherby."

This Captain Owen had a brother, Owen Owen, who had command of more than one ship engaged in bringing immigrants to Australia. He was unfortunate enough to be in charge of the only one of the Black Ball ships to be wrecked while coming out to Moreton Bay with immigrants. It was a significant fact that during the eight years the Black Ball line held the Queensland Government contract for the conveyance of immigrants to the colony a complete immunity from real disaster was enjoyed. Although Captain Owen Owen's ship (the "Netherby") was wrecked on King's Island, Bass Straits, in 1866, all the passengers were safely landed and promptly brought on to Moreton Bay, their destination.

Remarkable Salvage Feat.

There was a sailing ship called the "Everton," which brought 340 immigrants out to Moreton Bay from Birkenhead early in 1863, whose story is a remarkable one. She passed through experiences here in which, while her own life was most miraculously saved, she completely lost her identity. Launched at Miramichi, New Brunswick, in 1861, the "Everton" was practically a new ship when she reached Moreton Bay. After having landed her passengers and a quantity of cargo, she was in readiness to leave for Newcastle, for which port she had some railway material. While she was still in the bay, however, a gale sprang up and later blew so fiercely that she dragged her anchors and drifted across a sandbank towards the Ship Patch on Moreton Island. A little later it was decided to beach the vessel to save the lives of the crew. Her back appeared to be broken, and there were holes in the hull through which the water flowed in and out, with the rise and fall of the tide. The vessel was surveyed and condemned as unseaworthy. A week or so later, however, another attempt was made to repair her and, in the face of tremendous difficulty, this eventually proved successful. The "Everton" was purchased by R. Towns & Coy., of Sydney, who renamed her the "Lady Bowen," and she subsequently had 24 years of useful, seafaring life.

Ship with Two Lives.

The annals of the sea are full of thrilling stories concerning the lives of individual ships; but surely none more remarkable than that of the beautiful "Darling Downs." This was another instance of a ship having been given a name as a special compliment to Queensland. The "Calcutta" (that was the original name of the "Darling Downs") left Plymouth on February 5, 1869, having stowed in her hold 270 miles of telegraph cable intended to be laid from Bushire across the Persian Gulf. Shortly after midnight, on February 7, in a terrific gale, the "Calcutta" came into collision with the Prussian barque "Emma," and the latter sank almost immediately. The "Calcutta," which was built of iron, having been originally a steamship, had a large hole in her bow, through which water was pouring in fast, and although every effort was made to cope with the leak by pumping, it was finally decided to abandon the ship. Captain Daniel Owen, to whom I have already referred more than once, was in command of the "Calcutta," but he unfortunately lost his life, together with 26 others, after leaving the ship's side. The tragedy, however, had a most surprising sequel, for the "Calcutta," while still being tossed about in a terribly battered condition, was picked up by "H.M.S. Terrible" and towed into Plymouth. After she had been extensively repaired and reconditioned the ship's name was changed to "Darling Downs." She made one voyage out to Moreton Bay with immigrants, under Captain D. R. Bolt, arriving on November 5, 1874, and several times afterwards carried passengers from London to Sydney. In 1887 she was sunk off the Nore after a collision with another vessel.

The "Ramsey."

Although only about one-third the tonnage of some of the immigrant ships which came out to Moreton Bay about the same time, the "Ramsey" probably brought out a larger aggregation of new settlers to Queensland than any other sailing ship. Approximately, 5,000 persons came out to this State in her, and nothing serious went wrong on any of her outward voyages.

The "Ramsey," which was built of iron at Ramsey, Isle of Man, in 1863, was of a most unusual type. Indeed the Brisbane "Courier," commenting on her first arrival on January 25, 1869, referred to her as "the most extraordinary vessel that has ever entered this port." She has been described by someone who knew her well as "sitting on the water like a soda water bottle with a pointed end." It is believed that she was originally built for the transport of oil in bulk, but she could not have been used more than once for that purpose. On the occasion of her first visit to Brisbane her hull was badly in need of cleaning. There was no dry dock in Brisbane in those days, so the "Ramsey" was laid aground on a sandbank abreast of Lytton to enable her bottom to be scrubbed and painted. The operation called for the greatest care and skill. The harbour authorities carefully sounded the place before she was careened there—it was a fine sandy bank. The "Ramsey" was moored with four anchors, one from each quarter, so that she could be shifted about at high tide as required. The experiment was a complete success and, a week or so later, the barque "Decapolis" was dealt with in the same way.

The "Ramsey" first arrived in Moreton Bay in January, 1869, under Captain J. W. Weeks, then made two voyages under Captain E. Hunt and one under Captain S. S. Adey. Captain George Cater, her best-known commander, took charge in 1874, and made nine successive voyages with her to Brisbane. His last arrival in Queensland as master of the "Ramsey" was on December 26, 1882. On that occasion the "Ramsey" had a longer stay in the Brisbane River probably than any other vessel in the history of the port—extending over nearly ten months. In the meantime Captain Cater had resigned his command and his chief officer, D. E. Langton, had been promoted to the vacancy. Captain Cater, who then made his home in Brisbane, was well known afterwards as an officer in the A.S.N. Coy.'s service, and also practised in Brisbane as a marine surveyor for some time. Two of his daughters are still living at Taringa.

Disaster Came Early.

At 7.20 p.m. on October 28, 1883, the "Ramsey," with a wool freight for London, cleared Cape Moreton, Captain Langton being in command. At 9.30 p.m. on October 31, in fine weather and with all sail set, she struck a horseshoe-shaped reef and all efforts to get her off were unavailing. Her position becoming worse, it was decided to abandon her. A boat containing the chief officer and nine others landed a few days later on the coast near Tweed Heads, but the captain, the second mate and the rest of the crew were never again heard of.

My subject has been by no means exhausted. I have mentioned but a comparative few of the immigrant ships which came out in the fifties, sixties and seventies, and there are at least as many more about which interesting tales might be told. There was another "boom" in immigration in the eighties, after the Queensland Government had entered into a contract with the British India and Queensland Agency Coy. for the bringing out of new settlers by steamships via Torres Straits. The effect of this was that large numbers of new colonists were landed by the steamers at Northern and Central Queensland ports as well as at Brisbane. Perhaps at some future time I may have an opportunity of carrying my story further.

